



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Adopt Resolution Amending Traffic Resolution to Adopt Mills Avenue Speed Limit Modifications

MEETING DATE: February 6, 2002

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution amending Traffic Resolution No. 97-148 by approving the speed limit modifications on the portions of Mills Avenue described below and on the attached Speed Survey.

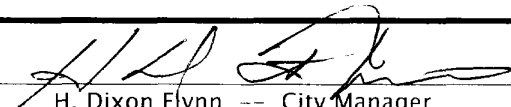
BACKGROUND INFORMATION: Speed limits in California are governed by the California Vehicle Code (CVC) for statewide uniformity and to prevent the establishment of unreasonable speed limits, commonly referred to as "speed traps". In an effort to provide speed limits that facilitate the orderly movement of traffic and that are reasonably safe, the law requires that speed limits on "non-local" streets be supported by an Engineering and Traffic Survey, also known as a Speed Survey. Non-local streets typically extend for long distances and are designed to carry higher volumes of traffic, typically at higher speeds. All other streets are classified as "local" streets. Local streets are relatively short streets, usually narrower in width than non-local streets, and primarily provide access only to abutting residential property. The speed limit on all local streets is 25 miles per hour (mph) and a Speed Survey is not required in order to enforce speed limits.

Mills Avenue is a non-local street and a valid Speed Survey is required to enforce speed limits. Per CVC Section 40802(b), Speed Surveys must be updated a minimum of every five years; sooner if conditions have changed that would warrant an earlier review. If a Speed Survey has exceeded the five-year limit, or has been posted at a speed limit contrary to the findings of the Speed Survey, the Survey is invalid and the speed limit cannot be enforced using radar.

DISCUSSION: In June 1999, Mills Avenue was extended south over the Woodbridge Irrigation District Canal to Kettleman Lane with the Millsbridge Development. Although the extension of Mills Avenue to Kettleman Lane was inevitable, we do understand the concerns expressed by residents, many longtime residents of the area. Mills Avenue residents, primarily along the portion from Lodi Avenue to Kettleman Lane have seen a substantial increase in traffic volumes. Vehicle speeds are also slightly up from the previous Speed Survey performed on Mills Avenue in 1997.

Land use on Mills Avenue, with the exception of the north end in the vicinity of General Mills, is primarily residential. Recent changes in the CVC now include residential density and bicycle and pedestrian safety as criteria to consider when establishing speeds limits. Residential density relates to the number of individual dwelling or business structures fronting a particular length of roadway. Mills Avenue satisfies the residential-density criteria, and our installation of bicycle lanes on Mills Avenue clearly indicates our desire to encourage bicycling. There are also schools, park and playground areas, and commercial businesses accessible from Mills Avenue by bicycle or on foot.

APPROVED:


H. Dixon Flynn -- City Manager

CMILLSSPEED

01/29/02

Speed limits are normally established at the first 5-mph increment below the 85th percentile speed, unless there is a justifiable reason to reduce the speed limit by 5 mph. The 85th percentile speed, also known as the critical or prevailing speed, is the speed that 85% of drivers are traveling. At both the State and National level, there is a presumption that about 85% of drivers travel at a reasonable speed. While the 85th percentile speeds recorded on Mills Avenue support a 35-mph limit, based on the residential density and bicycle and pedestrian safety, staff feels it is appropriate to reduce the limit and is recommending a 30-mph speed limit on the entire length of Mills Avenue, from Century Boulevard to Turner Road. Staff has reviewed the recommended speed limit changes with the Municipal Court Judges and Police Department Traffic Unit and both support the modifications.

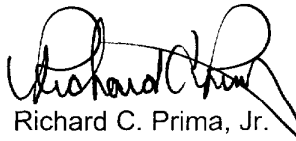
In a related issue, when Mills Avenue was extended to Kettleman Lane with the Millsbridge development, Council asked staff to determine if traffic calming features should be considered in the future. These features would include efforts to maintain both reasonable traffic volumes and speed limits. Our review of current vehicle speeds and traffic volumes indicates there does not appear to be a need for traffic calming features at this time. Mills Avenue is classified as a collector street with a design speed of 35 to 40 mph and an acceptable volume range of 10,000 to 14,000 vehicles per day (vpd). The speeds on Mills Avenue are currently below these design speeds and traffic volume ranges from 5,100 to 8,600 vpd. Other similar collector streets with comparable volumes include portions of Elm, Pine, Tokay and Church streets. Staff had projected a range from 8,900 to 11,000 vpd following the extension of Mills Avenue to Kettleman Lane. Although we are not recommending traffic calming features on Mills Avenue at this time, we will continue to monitor the street for changes that may warrant further review.

Staff has received over thirty postcards and other correspondence from residents along Mills Avenue expressing support for a reduced speed limit. While some of these recommend a 25-mph limit, the majority support a limit of 30 mph.

RECOMMENDED ACTION: Based on the results of the Speed Survey performed on Mills Avenue, we recommend the speed limit modifications shown below and on the attached Speed Survey.

Mills Avenue, Kettleman Lane to Royal Crest Drive	30 mph (new street segment)
Mills Avenue, Royal Crest to Vine Street	25 to 30 mph
Mills Avenue, Lodi Avenue to Turner Road	35 to 30 mph

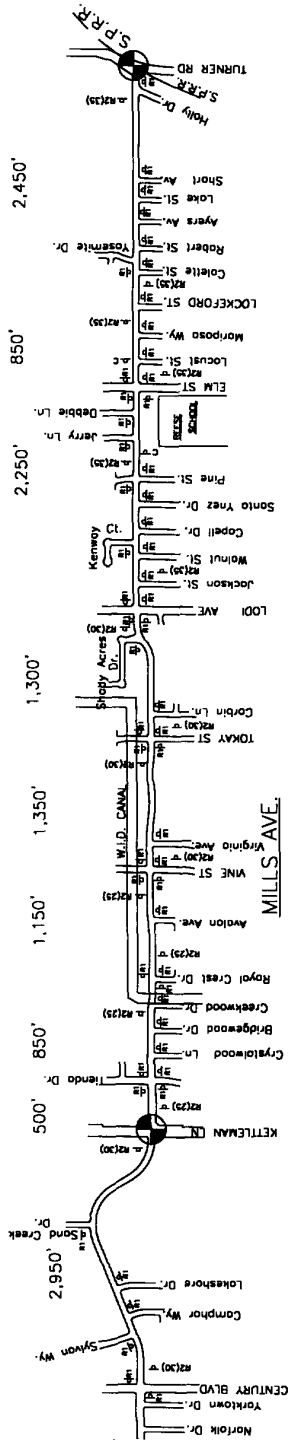
FUNDING: Cost to modify speed limit signs and legends from the Street Maintenance Account at an approximate cost of \$620.



Richard C. Prima, Jr.
Public Works Director

Prepared by Rick S. Kiri, Senior Engineering Technician
RCP/RSK/lm
Attachment
cc: City Attorney
Police Chief
City Engineer
Street Superintendent
Senior Traffic Engineer
Police Department Traffic Unit – Lt. Badel
Concerned Citizens

**ENGINEERING
AND TRAFFIC SURVEY**
SEE NARRATIVE FOR
BACKGROUND INFORMATION



SPEED TABLE											
ROADWAY WIDTH	56' → 44' → 48' 64' 54' 48' 38' → 44' → 45' 46' → 45' → 47' → 49' →										
NO. OF LANES	→ NONE → LANDSCAPED MEDIAN → 2 → NONE →										
MEDIAN (TYPE)	→ NONE → LANDSCAPED MEDIAN → 2 → NONE →										
TRAFFIC SIGNAL DATA											
AVERAGE DAILY TRAFFIC	80 ACT										
OBS. SPEED - CRITICAL, 85th% NB	37	35	34	37	35	38	37	39	39	39	7,000
- PACE (%)	28-38(84)	27-37(88)	26-36(82)	26-36(84)	28-38 (78)	30-40(86)	29-39(81)	31-41(83)	31-41(85)	31-41(85)	
- MEDIAN, 50th% NB	32	31	32	31	33	34	35	36	35	35	
EXISTING SPEED ZONE	30 mph		25 mph		30 mph		35 mph				
PROPOSED SPEED ZONE	30 mph										
SPEED GRAPH											
MPH	40 30 20										
LEGEND:	- SIGN LOCATION R1 - STOP SIGN R2 () - SPEED LIMIT SIGN (MPH) R1-2 - YIELD SIGN C - INSTALLATION C (SCHOOL 25 MPH ADVANCEMENT R22) - TRAFFIC SIGNAL - CITY LIMIT - CRITICAL SPEED - LOWER LIMIT OF PACE										
ACCIDENT PLOT	1	1	0	0	0	0	0	0	1	1	1
YR: 1999	11										
YR: 2000	2.6										
ACCIDENT RATE - ACC./MILL. VEH.-MI.	3.9										

CITY OF LODI PUBLIC WORKS DEPARTMENT		MILLS AVE		SPEED ZONE SURVEY	
Approved By: _____ City Engineer: RCE NO. 38895		Date: _____			
Revision: _____ RSK: _____		No. Date: _____			

SPEED ZONE REPORT – Mills Avenue

- **REFERENCE** - Speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 40802 (b) of the California Vehicle Code (CVC). These guidelines are outlined in Chapter 8 of the Caltrans Traffic Manual.
- **STUDY CRITERIA** - Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are:

Prevailing Speeds (85th Percentile Speeds) - Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five mile per hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of five miles per hour.

Unexpected Conditions - When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile are warranted. The following factors were considered: roadway design speed, safe stopping sight distance, shoulder condition, profile condition, intersection spacing and offsets, commercial and residential driveway characteristics, residential density, and pedestrian & bicycle safety.

Residential density and bicycle and pedestrian safety are two criteria that were recently added to the definition of Engineering and Traffic Survey in the CVC that can be considered when establishing speed limits. Residential density relates to the number of individual dwelling or business structures fronting a particular length of roadway. Mills Avenue satisfies the residential density criteria, and our installation of bicycle lanes on Mills Avenue clearly indicates our desire to encourage bicycling. There are also school sites, park or playground areas, and commercial businesses accessible from Mills Avenue by bicycle or on foot. Recently, bicycle lanes were installed on Mills Avenue from Kettleman Lane to Turner Road. Bicycle lanes on Mills Avenue south of Kettleman Lane to Century Boulevard are scheduled to be installed this spring with the Kettleman Lane Project.

Accidents - Accident records of the two most recent years were considered in determining the speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM). The accident rate on Mills Avenue range from 0.0 to 3.9 ACC/MVM. The average Citywide accident rate is 4.04 ACC/MVM.

◦ **STUDY RESULTS**

Seven radar surveys were performed and the 85th percentile speeds ranged from 33 to 40 mph as shown below:

<u>Street Segment</u>	<u>Northbound</u>	<u>Southbound</u>
Century Boulevard to Kettleman Lane	35 & 37 mph	33 & 37 mph
Kettleman Lane to Royal Crest Drive	35 mph	35mph
Royal Crest Drive to Vine Street	34 mph	35mph
Vine Street to Tokay Street	37 mph	38 mph
Tokay Street to Lodi Avenue	37 mph	37 mph
Lodi Avenue to Elm Street	39 mph	40 mph
Elm Street to Turner Road	39 mph	39 mph

Century Boulevard to Kettleman Lane

The 85th percentile speeds on this segment range from 33 to 37 mph. The 50th percentile speeds range from 30 to 32 mph. The accident rate of 2.6 is lower than the citywide average and below the 7.2 rate from the 1997 survey. Based on prevailing speeds and the reduced accident rate at the existing speed, we recommend retaining the 30 mph speed limit on this segment.

Kettleman Lane to Royal Crest Drive

The portion of Mills Avenue from Kettleman Lane consists of two relatively short segments. The segment from Kettleman Lane to Tienda Drive is too short to survey; however, speeds could be obtained between Tienda Drive to Royal Crest Drive. For the purpose of this study, this will be considered one segment. The 85th percentile speed on this segment is 35 mph. The 50th percentile speeds are 31 and 32 mph. There have been no accidents on this segment during the two year study period. There is no earlier accident data on this segment as it was constructed after the previous was performed in 1997 survey. Based solely on the 85th percentile speeds, the speed on this segment could be posted at 35 mph; however, based on residential density and bicycle and pedestrian activity generated by the commercial development in the area, we recommend a 30 mph speed limit on this segment. As an informational note, commercial vehicles over two axles are prohibited on Mills Avenue from Tienda Drive to Elm Street.

Royal Crest Drive to Vine Street

The 85th percentile speeds on this segment are 34 and 35 mph. The 50th percentile speeds are 31 and 32 mph. The accident rate of 0.9 is lower than the citywide average, and significantly lower than the 19.3 rate from the 1997 survey. The reason for the significant reduction in accident rate is due to the increased volume on this segment (600 to 7,190 vpd) since the extension of Mills Avenue south to Kettleman Lane, and decrease in accidents (2 to 1) since the last survey was performed in 1997. Based on current prevailing speeds and changing conditions, we recommend increasing the speed limit from 25 to 30 mph on this segment. As an informational note, commercial vehicles over two axles are prohibited on Mills Avenue from Tienda Drive to Elm Street.

Vine Street to Tokay Street

The 85th percentile speeds on this segment are 37 and 38 mph. The 50th percentile speed is 33 mph. There have been no accidents occurring on this segment during this or the previous survey performed in 1997. Based solely on the 85th percentile speeds, the speed on this segment could be posted at 35 mph; however, based on lack of an accident problem at the existing speed limit, residential density, and bicycle and pedestrian activity generated by the school and park in the area, we recommend retaining the 30 mph speed limit on this segment. As an informational note, commercial vehicles over two axles are prohibited on Mills Avenue from Tienda Drive to Elm Street.

Tokay Street to Lodi Avenue

The 85th percentile speed on this segment is 37 mph. The 50th percentile speeds are 33 and 34 mph. The accident rate of 0.6 is lower than the citywide average and below the 1.5 rate from the 1997 survey. Based solely on the 85th percentile speeds, the speed on this segment could be posted at 35 mph; however, based on the continuing low accident rate at the existing speed limit, residential density, and bicycle and pedestrian activity generated by the school and park in the area, we recommend retaining the 30 mph speed limit on this segment. As an informational note, commercial vehicles over two axles are prohibited on Mills Avenue from Tienda Drive to Elm Street.

Lodi Avenue to Elm Street

The 85th percentile speeds on this segment are 39 and 40 mph. The 50th percentile speed is 35 mph. The accident rate of 3.9 is slightly lower than the citywide average and below the 5.7 rate from the 1997 survey. Based solely on the 85th percentile speeds, the speed on this segment could be posted at 35 mph; however, based on the reasonable accident rate at the existing speed limit, residential density, and bicycle and pedestrian activity generated by the school and playground in the area, we recommend reducing the speed limit from 35 to 30 mph on this segment. As an informational note, commercial vehicles over two axles are prohibited on Mills Avenue from Tienda Drive to Elm Street.

Elm Street to Turner Road

The 85th percentile speed on this segment is 39 mph. The 50th percentile speeds are 35 and 36 mph. The accident rate of 3.8 is slightly lower than the citywide average and above the 2.4 rate from the 1997 survey. Based solely on the 85th percentile speeds, the speed on this segment could be posted at 35 mph; however, based on the reasonable accident rate at the existing speed limit, residential density, and bicycle and pedestrian activity generated by the existing and future school and playground in the area, we recommend reducing the speed limit from 35 to 30 mph on this segment.

SPEED ZONE REPORT - Mills Avenue

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◦ CONCLUSION

The recommended speed limits are shown below:

<u>STREET SEGMENT</u>	<u>POSTED SPEED LIMIT</u>
Century Blvd to Kettleman Lane	30 mph (no change)
Kettleman Lane to Royal Crest Drive	30 mph
Royal crest Drive to Vine Street	25 to 30 mph
Vine Street to Lodi Avenue	30 mph (no change)
Lodi Avenue to Elm Street	35 to 30 mph
Elm Street to Turner Road	35 to 30 mph

F. Wally Sandelin
City Engineer

RESOLUTION NO. 2002-26

A RESOLUTION OF THE LODI CITY COUNCIL APPROVING
SPEED LIMIT MODIFICATIONS ON MILLS AVENUE, AND
THEREBY AMENDING TRAFFIC RESOLUTION NO. 97-148

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WHEREAS, speed zone surveys are performed in the City of Lodi following Chapter 8 of the State of California Department of Transportation (Caltrans) Traffic Manual in accordance with Section 40802(b) of the California Vehicle Code; and

WHEREAS, per §40802(b) of the California Vehicle Code, Engineering and Traffic Surveys must be updated a minimum of every five years on "non-local" streets. "Non-local" streets are collector and arterial streets included in the Federal Aid System, and speed limits on streets where surveys are older than five years cannot be enforced using radar; and

WHEREAS, based on the results of the Speed Survey recently performed on Mills Avenue, staff recommends the speed limit modifications as follows:

Street Segment

Mills Avenue, Kettleman Lane to Royal Crest Drive	30 mph (new street segment)
Mills Avenue, Royal Crest to Vine Street	25 to 30 mph
Mills Avenue, Lodi Avenue to Turner Road	35 to 30 mph

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Lodi does hereby approve the speed limit modifications on portions of Mills Avenue as shown above; and

BE IT FURTHER RESOLVED, that the City of Lodi Traffic Resolution No. 97-148, Section 7 "Speed Limits," is hereby amended by designating speed limit modifications as shown above.

Dated: February 6, 2002

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I hereby certify that Resolution No. 2002-26 was passed and adopted by the City Council of the City of Lodi in a regular meeting held February 6, 2002, by the following vote:

AYES: COUNCIL MEMBERS – Hitchcock, Howard, Land, Nakanishi, and Mayor Pennino

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None



SUSAN J. BLACKSTON
City Clerk

CITY COUNCIL

PHILLIP A. PENNINO, Mayor
SUSAN HITCHCOCK
Mayor Pro Tempore
EMILY HOWARD
KEITH LAND
ALAN S. NAKANISHI

CITY OF LODI
PUBLIC WORKS DEPARTMENT

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H. DIXON FLYNN
City Manager
SUSAN J. BLACKSTON
City Clerk
RANDALL A. HAYS
City Attorney
RICHARD C. PRIMA, JR.
Public Works Director

January 31, 2002

Concerned Citizens

*- mailing list
attached*

SUBJECT: Adopt Resolution Amending Traffic Resolution to Adopt Mills Avenue
Speed Limit Modifications

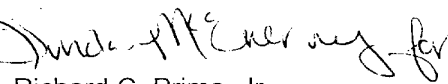
Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, February 6, 2002. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Susan Blackston, City Clerk, at 333-6702.

If you have any questions about the item itself, please call Rick Kiriu at 333-6800, ext. 2668.


Richard C. Prima, Jr.
Public Works Director

RCP/lm

Enclosure

cc: City Clerk

NCMILLSSPEED

A B SILVEIRA
300 S MILLS AVE
LODI CA 95242

GLENN & LOU ANN WEST
301 S MILLS AVE
LODI CA 95242

JODY & JEFF COUNCIL
320 S MILLS AVE
LODI CA 95242

LILLIAN PAILN
401 S MILLS AVE
LODI CA 95242

JAMES & GLENDA KELLEY
421 S MILLS AVE
LODI CA 95242

ALFRED & KATHERINE FOX
431 S MILLS AVE
LODI CA 95242

JACK & HELEN BARNARD
511 S MILLS AVE
LODI CA 95242

GORDON & JAN SCHULTZ
1910 W TOKAY ST
LODI CA 95242

BARRY MULLER
705 S MILLS AVE
LODI CA 95242

SARAH QUINN
711 S MILLS AVE
LODI CA 95242

JOE ODDO
712 S MILLS AVE
LODI CA 95242

RUDY & CANDICE GUTIERREZ
717 S MILLS AVE
LODI C A 95242

GARY & CLAUDIA DAIJOGO
723 S MILLS AVE
LODI CA 95242

MR & MRS JOHNSON
729 S MILLS AVE
LODI CA 95242

MIKE & JIL CARLETON
730 S MILLS AVE
LODI CA 95242

RICHARD & JO ANN BUSSEUIL
736 S MILLS AVE
LODI CA 95242

ERIC & MARI ANNE CHANEY
741 S MILLS AVE
LODI CA 95242

HENRY KWONG
742 S MILLS AVE
LODI CA 95242

DALE & PATTY JOHNSON
748 S MILLS AVE
LODI CA 95242

PAUL & JACQUELINE BROOKING
806 S MILLS AVE
LODI CA 95242

JOSEPH & DEBORAH SMITH
835 S MILLS AVE
LODI CA 95242

REED ROSENBERG
838 S MILLS AVE
LODI CA 95242

ELMER & MARTHA PFEIFLE
907 S MILLS AVE
LODI CA 95242

NICOLE SERRANO
927 S MILLS AVE
LODI CA 95242

STEVE & CHAR ROSTOMILY
932 S MILLS AVE
LODI CA 95242

ANDREW ROMERO
939 S MILLS AVE
LODI CA 95242

BERTHA BAUER
1007 S MILLS AVE
LODI CA 95242

BILL & BARBARA MUSANTE
1008 S MILLS AVE
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MELVIN & VIOLET HILSCHER
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ELEANOR CROENI
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JUNE MASUI
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PRISCILLA FABER
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ERNIE WEIGUM
1127 S MILLS AVE
LODI CA 95242

ERIC & STEPHANIE SCHNEIDER
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